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AROUND THE LAKES.

CLEVELAND.

The life savers had the pleasure of going to the rescue of the inefficent crew of the yacht Davis.

Freight rates are firm at 50 cents on coal 80@85 and 1.00@1.05, on ore from Escanaba and Marquette respectively.

The Globe Works under an order from Col. Poe, United States Engineer, are preparing iron plating for a Michigan breakwater.

The tug Quayle, which has been burning a great quantity of good quality coal, had a set of Ætna shaking grates put in this week. She will hereafter burn $1.15 coal.

Mr. F. Houghton, who is publishing an agricultural paper, the Tennessee Farmer, and who was formerly publisher of the RECORD, is in Cleveland, visiting friends.

Mr. H. D. Root of Lorain will soon begin building a harbor tug for Messrs. Edson and Nichols of Vermillion. She will be 55 feet over all 12½ feet beam and 6 feet hold.

At Globe drydock since our last report the propeller R. B. Hayes had her buts calked; the tug Wm. Goodnow had some calking and slight repairs, and the steamyacht Cyclone got a new wheel.

The mammoth schooner David Dows was due at this port last night, but up to this time she has not put in an appearance. She is to load coal at Tod. Stambaugh & Co.'s yard.

Thr schooner Atmosphere, en route from Sandusky to Detroit with coal, went ashore on Middle Ground and was pulled off by the tugs Mystic and Myrtle. She was not damaged and went on her trip.

On another page will be found a well executed cut of a "diver." This, however, is not the kind of diver that usually enters into the marine wrecking business, with armor on, but if any of our readers want a cut with the armor they can be gratified by the artist of the cut referred to.

The revenue cutter Perry which came into port Tuesday, is lying behind the breakwater. That probably accounts for the fact that the vessels seeking shelter at this port last night did not attempt to enter there. The lower bridge tenders, however, were kept very busy.

We think it is safe to say that no vessel can come the dodge on the Cleveland breakwater that the jumping schooner at Chicago did, as no one has yet been able to get any where near it in a gale. It is believed that if a vessel were headed directly for the end of the breakwater it would be impossible to strike it, owing to the current.

Preparatory to getting away, yesterday the steamer Smith Moore done, slight damage to the schooner M. S. Bacon, striking her on the starboard bow. Captain Wm. Morse of the firm of Morley & Morse, this city is master of the Smith Moore. Captain Moore's land interests at Marquette making the change of masters necessary.

Captain Thomas Murphy, sub-contractor for the building of the new steamer Waldo Avery at Wheeler & Crane's yard, Bay City, has returned to his home, and is now looking for a good place to go into the shipbuilding business. While Mr. Murphy was in partnership with Thomas Quayle the following good boats were built by the firm. Verona, Helena, J. B. Kitchen, and the Persian. Mr. Murphy was also sub-contractor for building the Alta.

Mr. H. D. Root, the veteran shipbuilder of Lorain, was in the city on Tuesday. Mr. Root, after having established his yard at Lorain last fall, has been kept quite busy, having launched in the meantime the steamer W. P. Thew and the tug Selah Chamberlain. Mr. Root has been in the shipbuilding business for twenty years and numbers as the result of his handicraft, some of the best boats on the lakes. Much repair work will be done at Lorain during the approaching winter, and it is possible that the schooner M. Slater will lay up and receive attention at the hands of Mr. Root before the snow flies.

The Globe Iron shipyard now presents the busy aspect contingent upon the laying of the keel for a new iron freight steamer, which will be to great a extent a duplicate of the Wm Chisholm just launched, that is she will be 246 feet keel and 262 feet over all, 37 feet beam and 22 feet depth of hold. We will further note the progress from time to time. It has been the custom of this firm, after having secured a good gang of men for iron shipbuilding, to keep them at work, and considering that the growth and prosperity of the country, and the promise of the demand for lake steamers in years to come will warrant the enterprise of a first class boat, they do not hesitate to enter upon its construction.

The steamer Pearl will lay by at Detroit for a few days.

DULUTH.

Special to the Marine Record.

Williams & Upham have secured the contract for the improvements to be made to the harbor this fall. They will commence work immediately. They will also do the dredging in the harbor at Grand Marais and Superior. The Duluth News says they will add a large new dredge and several scows to their fleet, in order to advance work as speedily as possible and give a uniform depth to Duthe Duluth harbor.

The Herald thinks there is no reason why the shipbuilding industry at that port should not yield as large a profit to the capitalist as any other investment. There is plenty of oak growing within fifty miles of Duluth, and the swamps are full of Tamarac for knees. Iron could surely be secured up in this region as cheap as anywhere else on the lakes. All it wants is sombody with capital and a certain degree of push to inaugurate that industry in Duluth, and there is not the slightest doubt that it would prove a paying investment.

Miller & Montague are loading the Celtic with wheat. The firm is becoming deservedly popular with lake men.

The steamyacht Waubun, of Ashland, Captain F. R. Brower, arrived in port for the purpose of going on the boxes to receive repairs. The Waubun runs between Ashland and Bayfield and is a handsome little cratt. Although a comparatively small boat, she cost, when new, $27,000.

Work has been commenced on a dock at Washburn, by the Omaha road, which will cover at least eleven acres. It is estimated that it will take 500,000 square feet of timber for the construction of the dock.

Major Allen's report on the requirements of rivers and harbors in Minnesota and Wisconsin, which was published in the MARINE RECORD of August 7th, is now finding its way into the dailies.

Five cent rate on wheat to Buffalo is drawing many vessels to this port. B.

CHICAGO.

Special to the Marine Record.

There was a great falling off in the number of lumber vessels on the market this week.

J. B. Sivertson, our Chicago block maker, has arrived safe and well after a very pleasant trip to Europe, extending some four months.

The tug Black Ball, of the Vessel Owners' Tug Line, which collided with the steambarge A. E. Wilds and sank in the river on the 10th, has been raised and taken to Miller Brothers' drydock for repairs.

The steambarge Oscoda, Captain Alex Sinclair, arrived Monday with 620,000 feet of lumber from Au Sauble. She also brought along the barge Wm. Young with 320,000 feet of lumber.

At the Chicago Drydock Company's yard the tug Rebel was in drydock for a new shoe and calking; the propeller Cuba for a new wheel and calking; the steambarge Swallow for a new stern bearing; the schooner Lotus to get a leak stopped; the steambarge R. C. Brittain for a new wheel; the schooner Ostrich received a new main boom, and the schooner Fleetwing a new foregaff.

Vesselmen are looking very blue in consequence of the very low freights, which are unexampled at this season of the year, and many of them are talking seriously of laying up their vessels as they do not see any chance of improvement.

At Miller Brothers' drydock the barge Marinette was in to get a leak stopped; the tug Black Ball No. 2 is getting six new frames and considerable new plank, new stringers, covering board and rail on her starboard side; the schooner M. E. Packer was in for calking; the tug Prindiville for a new shoe; the steamer Kitty O'Neil for calking; the barge Berrien is having her decks calked; the schooner Racine got a new main boom; the schooners Porter and D. E. Bailey received new main topmasts; the schooner Nellie Reddington a new jibboom; the schooners Conneaut and Carrier new mainmasts; the schooner S. A. Wood a new mizzenmast.

The crew of the schooner Fannie Campbell, from the captain down to the cook, yesterday joined in a petition to libel that vessel for $451 wages due them.

The schooner Richard Mott, sunk in Lake Erie, was insured by pool companies for $8,160. Her cargo of coal was insured for $2,375 in the Western Assurance Company. The Monticello was not insured, nor was her cargo.

Colonel Van Boyers, civil engineer of the life saving service, is in the city to complete arrangements for building a new station. He has decided upon erecting a building 100 x200 feet, the west end to rest where the east end of the present station stands. It has not been decided as yet what kind of material will be used in the construction of the new station, but Lieutenant Rogers seems hopeful that it will be brick

Freights were quiet yesterday at 1¾ cents for corn and 2 cents for wheat to Buffalo. Charters: To Buffalo, propellers H. E. Packer, corn at 1¾c; Onoka, Portage and Jewett, corn. To Kingston, schooner Rhoda Emily, corn.

The tug Robert Tarrant, after being in ordinary for three weeks, will go into commisson to-day. Captain Alec Learned will command her. T. W.

MILWAUKEE.

Special to the Marine Record.

A large quantity of coal is being brought to this port and considerable delay is experienced in consequence of the poor arrangements for unloading at some of the coal yard docks.

The new steambarge Waldo A. Avery arrived at this port Friday with over 13,000 barrels of salt from Bay City, where she was built by Wheeler & Crane. She has a very fine appearance and is fitted with every modern improvement. Her owners, Messrs. Hawgood and Avery, were on board, as was also Mr. Wheeler, her builder, and they were justly proud of their very handsome ship.

At Wolf & Davidson's shipyard the propeller J. L. Hurd is in drydock. She was badly hogged and has been straightened. Her hull is being strengthened by the addition of one extra bolt in each strake and frame. Her arches and scarp are also being refastened with extra bolts. She will also get about thirty feet of new frames and one-half of her bottom made new, which will make her stronger and better than she was before going on the reef. The scow Oddfellow was on the dock for calking.

Some life has at last been infused into Milwaukee tugmen, and vessels will profit accordingly. Heretofore there have been two lines at this port, but for years there has been a compact between them that has prevented active opposition. Now a new boat, the John Evanson, has been placed in service, in opposition to the regular lines, and the latter have concluded to put on two extra boats to do night service. It is quite probable that in the future the Milwaukee tugs will occasionally go below North Point after tows.

The schooners Joseph Paige and C. C. Trumpff, which are temporarily laid up at Milwaukee, on account of the dullness in freights, are at the shipyard receiving extensive repairs. The Paige is receiving entire new decks and hatch combings, and the Trumpff part new decks and general repairs. The cost of the work on the Trumpff will be about $700.

H. J Hamilton has purchased the tug A. S. Piper from George Spear for $3,000.

On account of the dullness in freights the schooners Libbie Nau, Spartan, James Garrett, M. L. Collins, and Supply have been stripped, and the Itasca and H. M. Scove placed in ordinary.

The steambarge D. C. Whitney grounded at the Northwestern Fuel Company's dock, and in attempting to work herself off, undermined the dock, which gave away with several hundred tons of coal.

The new steambarge Jois is being rapidly got ready. The carpenters are very busy at her cabins and pilot house. J. Sheriffs has built and put in her engine, which is high pressure, 20x24, and the boiler, 7x13, has been supplied by Johnson Bros., Ferrysburg. The Providence Windlass Company have suplied her with a pump brake windlass.

W.

MANITOWOC.

The schooner Pilgrim ran into Manitowoc, leaking badly.

The schooner James E. Gilmore, loaded with coal and oil for Elk Rapids, ran ashore about one mile north of Sand Beach, Tuesday forenoon. A tug and lighters went to her assistance and got her afloat at 4 o'clock in the afternoon. The captain thinks she is uninjured.

TREASURY DEPARTMENT RULINGS.

TONNAGE TAX.

Treasury Department, July 17, 1884.

Sir:—I have the honor to acknowledge the receipt of your letter of the 10th instant, in which, referring to section 14 of the shipping act approved on the 26th ultimo, you inquire whether in the view of this depar ment, there is at present, as regards any of the countries or ports named in said section, any occasion for the President to issue a proclamation suspending the collection of the duties therein imposed.

I beg to say, in reply, that the first proviso of the section in question relieves vessels arriving from ports therein named from payment of so much of the 3 cents per ton duty or other equivalent tax or taxes as may be in excess of the tonnage and lighthouse dues imposed on American vessels by the government of the foreign country in which such ports of departure are situated.

It is the opinion of this department that no suspension of collection of this 3 cents per ton tax should be made until the power whose vessels are interested in obtaining the exemption from duty conceded by the act, shall have applied therefor to the department of state, and shall have shown to its satisfaction that the sum of several charges imposed by the power in the ports of the localities named on the vessels of this country for tonnage duty, light money, or similar tax (other than such as are purely municipal) is less than 15 cents per ton per annum, and shall specify the exact sum of such charges, by virtue of the provisions of the section, after such an exhibit shall have been made by competent authority, the vessels of every nation entering ports of the United States from the localities named would be entitled to an exemption from tonnage-tax equal to the amount by which our annual rate of 15 cents per ton exceeds the sum of the charges imposed on our own in the ports of the same localities. For example, if the sum of the tonnage duty, light money charge, and other equivalent taxes levied annually by the statute law of England in the ports of the Bermudas is but 9 cents per ton, all vessels entering ports of this country from the Bermudas would be entitled to an exemption of 6 cents per ton per annum in our ports. But the English Government should apply for the exemption, and definitely show the amount to which it is entitled. If it were shown that no tonnage duty, light-money, or other charges levied by English statutes attaches to our vessels in the Bermudas, the tax of 3 cents per ton on every entry or 15 cents per ton per annum would cease to be chargeable on all vessels entering in our ports as coming from the Bermudas, and it is the opinion of this department that the proclamation of the President should definitely specify the amount of the exemption, if it shall be partial, or announce that the abolition of the tax is complete, but that proof of a just claim to partial or entire exemption should be made to the department of state by some power whose vessels are affected by such tax, before proclamation shall be made by the President.

To Hon. Fred'k Frelinghuysen,
Secretary of State.

PERSONS NOT ALLOWED TO BOARD INCOMING VESSELS.

Treasury Department, July 21, 1884.

In order to the more effectual guardianship of the rights of seamen, and to insure the better execution of these sections of the "Act to remove certain burdens on the American merchant marine, and encourage the American foreign carrying trade, and for other purposes," approved June 26, 1884, directed to that purpose, the department orders that the provisions of section 9, the passenger act 1882, in relation to the going on board of vessels of unauthorized persons, be strictly enforced.

No keeper of a sailors' boarding house or hotel, no runner therefor, nor any other person interested therein or connected therewith, is to be allowed to board incoming vessels until after they reach their docks and all passengers and baggage shall have been discharged.

To collectors and other officers of the customs.

TONNAGE TAX.

Treasury Department, July 26, 1884.

Sir:—Your letter of the 23d instant is received, in which you inform the department that you are collecting 30 cents per ton as tonnage-tax on vessels, under the construction which you are obliged to give to the department circular of the 27th ultimo, containing "Regulations under the Shipping Act."

The 14th section of that act abolished the tax of 30 cents per ton, and substituted therefor two rates, of 3 and 6 cents per ton. Which rate should be levied was determined by the law itself by the locality of the foreign clearance. Under the first proviso of the section the tax of 3 cents per ton could be entirely or partially suspended by a proclamation of the President.

The circular (clause seventh) directs collectors not to suspend the collection of the tax referred to in the first proviso till informed that such suspension had been authorized by such a proclamation. As the proviso referred only to the tax of 3 cents per ton, that was also the tax referred to by the circular, and is the tax to be collected of vessels arriving at your port from Canada, or any other English possessions enumerated in the 14th section of the act.

To collector of customs, Toledo, Ohio.

SEAMEN—ADVANCE WAGES.

Treasury Department, July 30, 1884.

Gentlemen:—In reply to your inquiries relating to the giving of promissory notes by seamen for indetedness incurred prior to the passage of the act of June 26, 1884, prohibiting payment of advance wages, I have to state that while appreciating the embarrassments attending this recent change in the law, the act having gone into effect but a few days after its passage, I do not, after consultation with the law officers of the department, consider it as within the province of this bureau to give any construction to the law other than such as may be necessary for the guidance of its subordinate officers in matters of administration.

Whatever arrangements persons may make in order to obviate the difficulties referred to by you, they cannot be based on the official sanction of this bureau.

JARVIS PATTEN,
Commissioner of Navigation.

To Mr. Charles T. Elwell,
President of Maritime Exchange,
and others.

THE OLD RIVER BED.

Comparatively few people in Cleveland are familiar with the history of the old river bed, or, as it is sometimes called, the Cuyahoga ship channel. Here and there is to be found an old resident who remembers when it was nothing more than a bayou, with sand bars at each end, cutting off communication both with the lake and river. It is a popular fallacy among those who have never taken the trouble to look the matter up, that in the early days of Cleveland the uncertain Cuyahoga emptied its muddy waters into Lake Erie, and not until the present channel was opened up by the government in 1826 was it abandoned as an outlet. As will be shown further on, this is incorrect.

As far back as 1807, eleven years after the founding of the city, the enterprising citizens of Cleveland set on foot a scheme for opening a line of communication for trading purposes, between Lake Erie and the Ohio river. The channels of the Cuyahoga and Tuscarawas rivers were to be cleaned out for the passage of good sized boats. A wagon road seven miles long, from Old Portage to New Portage, would make the connection between the rivers. To defray the expenses connected with this enterprise the State legislature authorized a lottery. There were to be 12.800 tickets at $5 each, with prizes aggregating $64,000, from which a deduction of 12½ per cent was to be made. The drawing never came off and the whole affair fell through, the money paid in for tickets being refunded. And so the projected improvements were delayed for the time being. But Cleveland was growing in commercial importance and her lake trade, while comparatively insignificant, was no small feature at that early day. The harbor facilities were very few. The mouth of the river was some 500 feet west of its present location. Sand bars were constantly forming and proved very troublesome. Vessels of any size—and the largest of them would be classed as playthings nowaday—were obliged to lay at anchor outside and discharge their cargoes by means of yawls and lighters. At certain seasons of the year persons could walk across the mouth of the river dry shod, and at no time was there more than four or five feet of water.

An old map in the city engineer's office shows the course of the river and the shore line of the lake as far back as 1796, when the founders of the city settled here. The river then flowed in about the same direction as now, until it reached what is now the junction of the old river bed and the present river. Here it turned sharply to the left and emptied into the lake at a point not far distant from the extreme northern terminus of West River street. It was then 300 feet wide at its mouth. The shore line of the lake ran along the center of Front street and just north of where the Lake Shore bridge now stands. In 1801 the east bank of the river had settled up, and at the mouth was barely 150 feet wide.

No surveys had been taken again until 1826, when the course of the changeable stream had shifted considerably. The west bank had gradually been creeping eastward until it touched a point that is now the extreme of Smith's drydock slip. The sand bars that had formed on the east bank of the river had been washed away for a distance of 200 feet back. The shore line of the lake had also now changed and the south side of Front street was now at the water's edge. This was about the condition of the river when the business men of Cleveland woke up to the necessity of taking some steps to secure a safe and convenient harbor, which, if the city was to become a great commercial center, was the first and most necessary object. In 1816 an attempt was made to build a pier out into the lake. A company was organized for the purpose, a charter obtained from the legislature and something done toward building the pier, but the storms soon washed the slight structure away. Nine years later, in 1825, the first practical work commenced. After earnest solicitation Congress appropriated $5,000 to construct a harbor at Cleveland. This sum was confided to the collector of this port, Asahel Walworth, to use as he saw fit, no government surveys having been made. In the summer of 1825 the $5,000 was expended in building a pier 600 feet into the lake, nearly at right angles to the shore, beginning forty rods east of the east bank of the river at its mouth. This is where the present west government pier is now located. The object in building this pier was to prevent the predominating northeast wind from driving the sands into the mouth of the river. It was supposed that if this was done the force of the water would keep the channel clear. However, the object sought was not accomplished. No increase in the depth of the channel could be observed, and when the sand was cut out it filled up again with the same rapidity as before.

In 1826 another appropriation of $10,000 was granted by Congress, and the next year, in the spring of 1827, the United States engineers determined upon another plan. This was that the river should be made to empty into the lake east of the pier that had been built two years before, and that another pier should be constructed still east of that, the channel being compelled to run into the lake between the two structures. A row of piles was driven across the river, and a dam built about through the center of what now is Smith's slip. When the fall rains came on the river rose rapidly. A trench was dug across the isthmus from the river to the lake. As soon as a small opening was made the river broke through and a new and navigable channel was established. The next spring the east pier was begun and completed the following year.

In 1831 what was known as the Buffalo Company purchased the Carter farm on the West Side. Preparations were made for building up a city that should far eclipse the older settlement on the east side of the river. It was in this year that the east end of the old river bed was opened up. That this bayou was in former years the regular channel of the Cuyahoga cannot be doubted, but there is no record of when the river broke through its banks and made for itself a shorter outlet to the lake, which in later years was in its turn to be abandoned for a still more direct route. Black Hawk, the famous Indian chief, is reported as once saying that when his grandfather was a mere youth the river, during a tremendous storm, washed away the narrow neck of land that separated it from the lake, thus deserting the old river bed and forming for itself the new channel. This was long before the first settlers of Cleveland ever heard of New Connecticut or dreamed of the existence of such a river as the Cuyahoga.

The history of the famous struggle between Ohio City and Cleveland is too well known to be commented upon. The younger borough was ambitious to have a harbor of its own, entirely independent of Cleveland. The old river bed was to be deepened and the channel to the lake at the west end reopened. As a preliminary to this ignoring of the Cleveland harbor entrance of the Cuyahoga river, a canal was cut through the marsh, from opposite the entrance to the Ohio canal to the old river bed, which was thus to be made the terminus of the Ohio canal. The projectors of this plan overreached themselves, and the new harbor was never created. The canal gradually dried up, and Pressley's slip is all that remains of it to-day. This is the history of the first attempts to improve the river and harbor. The facts have been obtained from reliable sources, and can be depended upon as correct.—*Cleveland Herald.*

NAUTICAL NOTES.

An investigation into the cause of the collision between the steamers Corsican and Prince Arthur at Montreal recently has been ordered by the Canadian government.

The case of the seizure of the United States steamer Island Belle at Gananoque a few days since for infringement of the coasting laws, has been laid before the Canadian minister of custom. Those interested in Canadian steamers plying on the St. Lawrence protest strongly against the action of the law. If a retaliatory policy is adopted by the United States, it will work disastrously to their interest.

Captain James Hewitt, commanding the schooner Delaware, was defendant in the police court, Cleveland, on the charge of unlawfully and wilfully refusing to obey the orders of one Arthur Devine. The offense consisted in Hewitt's running his vessel into Axworthy's slip, and refusing to get out when ordered by the harbor master. Devine said the Delaware was in the way of passing vessels. Hewitt was fined $5 and costs, and told not to do it again.

A good deal of complaint is being made by vessel captains in regard to the delay at the Welland acqueduct, and they say that a good deal of the detention is unnecessary. The schooners Golden West and A. B. Morris, which recently passed up the canal both large vessels and on their first trip, were detained twenty-six hours by the man in charge of the acqueduct, and when they were allowed to pass through the water was two inches lower than when they first came there.

Nathan Wakefield, better known as "Uncle" Wakefield in Frankfort, claims to be the oldest lumber scaler on the entire chain of lakes, having been engaged in the business since 1833, part of the time on the coast of Maine, and on Lake Michigan. He distinctly remembers the snow storm in July, 1816, when it snowed all day and birds froze to death. Ice formed to the thickness of window glass. It was known as the year of no summer. Uncle Wakefield is well known to vessel men, and one of our best citizens.

Last week, when the tug John Gregory was passing Racine, towing two scows laden with lumber, Mr. T. Kerner and his son, who were out in the lake off Sixteenth street in a boat, rowed up close to the tow and the suction of the tug's wheel drew the boat up under the tow line. The result was the boat was capsized and the occupants thrown into the water. Mr. Kerner managed to swim to one of the scows, but afterward bravely plunged into the water again and rescued the boy, who was clinging to the tow line. Mr. F. R. Bull, who witnessed the accident, started out in a boat and brought them in. The life saving crew also hurried out with the surf-boat. It was a very narrow escape for both Mr. Kerner and his son.

A TUG SUNK.

The tug Black Ball No. 2 was sunk on the 10th in the river, opposite the foot of Franklin street, by collision with the steambarge A. E. Wilds. The Black Ball, commanded by Captain John Dalton, was crossing the river from the Air Line elevator to the lumber market to receive orders regarding some towing which had to be done. Just as she had got started to cross the Wilds came around the bend from Lake street bridge, running at a rate of speed which is peculiar to that class of vessels. Two signal whistles were blown, but before there was any response the steambarge had crushed into the tug, hitting her just abaft of the engine room on the starboard side. The force of the blow was so great that the steambarge's stem perforated the tug's heavy wale stroke and the timbers of her side until it almost reached the tug's house. In an instant the steambarge had backed away, her bow swung clear of the Black Ball's stern, and then she proceed on her way lakeward as if nothing had happened. It was all up with the tug. She had not proceeded twenty feet before she careened and went down, the murky water of the river closing over her with a roar. When the two vessels came together Captain Dalton, fearing that the steam pipe might have been broken, jumped headlong out of the pilot house into the river in order to avoid being scalded. He swam to the tug Wolf and was drawn aboard by one of the crew of that boat. The engineer and deckhand followed Captain Dalton very closely, but the fireman and cook stood on the sinking tug's fantail. The former was ready to jump when the occasion required, but the cook seemed bewildered. Finally the fireman jumped clear of the tug just as her deck began to disappear under the water, and the cook jumped on his back. He could not swim, but he did succeed in holding on to his shipmate with a tenacity which was rather remarkable, who made every possible effort to shake him off. Some sailors put out in a yawl boat and rescued the engineer fireman, deckhand and cook. All that is visible of the Black Ball is the top of her smokestack and pilot house. As her position is an extremely dangerous one she will be raised a once, although it has been suggested to tow her as she is to a drydock. The latter is the quickest and most feasible plan. There is much difference of opinion among marine men as to where the responsibility of the accident ought to be placed, but this point will probably be settled in the courts. The Wilds was certainly going at a higher rate of speed than was necessary, but her captain was doing only what every other steambarge captain does every day. Then the Black Ball was crossing the river—crossing the Wilds' bows and got in such a position that she could not be extricated before the steambarge had borne down upon her. The Black Ball No. 2 belonged to the V. O. T. line of tugs, and is valued at $5,000. She was built by Notter, of Buffalo, in 1871, and has been engaged in harbor towing here ever since. Captain Higgie, her owner, will take immediate steps to raise and repair the boat, and she will probably be in service again in two weeks.

The collision caused a good deal of excitement about the docks, and great crowds of people thronged from every direction to view the sunken tug.—*Inter Ocean.*

SHE WENT OFF IN THE RAIN.

A very innocent looking old man who had been waiting twenty-eight hours for a Lake Superior boat, and who was told to be at the foot of Woodward avenue at noon yesterday, came slouching down to the wharf about 4 o'clock p. m. and mildly queried:

"So the boat isn't in yet?"

"In! Why she's come and gone! Got in before noon and laid three hours."

"Mercy! but I was to go on that boat!"

"Didn't the agent tell you when to come?"

"Yes, he said at noon, but I was looking around town, and it sot in to rain, and I supposed she'd wait until after it cleared up. You don't mean she went off in the shower?"

"Yes, she did."

"Right in the pouring rain?"

"Yes, sir."

"La! suz, but I wouldn't have believed they'd do it. Mebbe it's just as well I didn't go, for I've nothing but this old umbrella, and gettin' wet allus brings on the rheumatism.—*Detroit Free Press.*

STEAMSHIPS GUTHRIE AND AIRLIE.

Messrs. Doxford & Sons, of Sunderland, have just completed a pair of steamers named as above, for service on the China and Australian line, to the order of the Eastern and Australian Company, of 34, Leadermall street, E. C.

The result of these vessels are somewhat fully given below, being particularly interesting not only on account of the merits of the vessels themselves, but also as illustrating the very great importance which attaches to an apparently small change in the screw propellers of ships that are in all other respects identical.

The steamers in question are of 3,200 tons burden, 820 feet by 38 by 27-9 and are fitted with engines and boilers supplied by Messrs. Hawks, Crawshay, and Sons, of Gateshead-on-Tyne. The cylinders are 40 and 73 inches diameter, with a stroke of 48 inches. Crank shafts of Vickers' steel; surface condensers tubular, having very large tube surface Circulating pumps of the centrifugal type, by J. & H. Gwynne, of Hammersmith. Fox's patent corrugated flues, fitted with Martin's patent fire doors.

The propellers of the two ships are of the same diameter and pitch, and have almost precisely the same blade area, but the Guthrie's blades, which are of cast-iron, have the surface distributed in the ordinary Griffith's pear-shaped form, with narrow points; while the Airlie's blades—made of Webster's patent crown aluminium—are slightly fuller at the points, and are peculiarly shaped near the roots, in order to free the screw from water and diminish friction at the non-effective parts of the blades.

When tried at Sunderland, the Guthrie attained a speed of 12½ knots, with 61 revolutions, and indicated 1,515 H. P., results which were considered very fairly satisfactory.

On trying the Airlie, however, a speed of 13 knots was attained, with 69 revolutions and 1,862 H. P., an improvement in results which the most sanguine advocates of the aluminium blades did not look for.

On a further comparison of the two ships at different drafts of water, it was found that the Airlie obtained three revolutions per minute more than the Guthrie, when the former ship was drawing 21 feet 6 inches and the latter only 17 feet 4 inches the difference in displacement being 1,000 tons.

The superiority of the aluminium blades over those of cast-iron was again shown during the voyage from Sunderland to Shanklin, Isle of Wight. The Airlie left Sunderland on the 19th ult., at 9.30 a. m., and accomplished the distance of 400 miles by 9 p. m. the following day; whereas the Guthrie, at the same draught of water, and under the same conditions as regards weather, etc., took four hours longer to run the distance.

The ship and engines are to the specifications by Mr. Charles Hall, A. M. I. C. E. and M. I. N. A. of Redhall, by whom the Airlie's propeller was also designed. Both hull and machinery reflect great credit on Messrs. Doxford and Messrs. Hawks, Crawshay, and Sons, as well as on Mr. R. Wildridge, who inspected the work on behalf of the owners.

It may be mentioned that in these vessels, as well as in two new steamers just completed for the P. and O. Company, a variety of Webster's aluminium crown metal has been used as a substitute for electro plate; the lamps, cabin fittings, and even handrails are of this metal, the appearance being such that the fact of their not being silver plated can scarcely be detected. The cost and trouble of re-plating will thus be saved. The metal does not tarnish, but is said to become only slightly dulled, even when exposed to the fumes from a gas engine, and its briliancy is quickly restored with a leather. —*London Marine Engineer.*

BURNING OF THE HENRY HOWARD.

The Detroit Free Press gives the following account of it: On Wednesday afternoon the steambarge Henry Howard, Captain John Miner, left port for St. Ignace with the barge George Worthington in tow. Everything went all right until the steambarge had entered St. Clair river, when about 10 o'clock the captain, who was at his post in front of the pilot house, heard the alarm of fire coming from the deck in the vicinity of the engine room. He rushed down on deck and ordered the hose to be turned on, but the flames had spread so suddenly that the whole part of the steambarge around the machinery was on fire, which prevented the engineer from getting at the fire extinguisher. After giving the order for the hose to be turned on the captain ran up to the pilot house and ordered the wheel to be put hard starboard, and the steambarge was beached on Harson's Island, about two miles from Algonac. The steambarge had the wind dead ahead coming up the stream, and when she was beached she was

LYING ACROSS THE CURRENT.

In this position the wind blew the flames over the port side of the steamer. "The flames burst out so suddenly," said the captain, "that it almost resembled an explosion. The crew, after the Howard was beached, rushed to the bow to escape the flames. Immediately after running the barge ashore the engineer rushed forward and exclaimed that the boiler was liable to burst. This had the effect of frightening some of the crew, and three jumped overboard. The female cook could not get forward on account of the fire, and, to escape, got over the stern and hung onto the towline until the captain of the Worthington had the yawl boat lowered and took her from her dangerous position. The yawl boat was then rowed around to the bow of the Howard and the three men that had jumped overboard were picked up. The rest of the crew also got into the yawl boat, and all were placed on board the Worthington. By this time the barge Worthington, which was being towed by a 200-foot hawser, had, on account of the speed the steambarge had been going, approached to within fifteen feet of the Howard when she grounded. The fire on the Howard was at its height, and the flames were driven by the fresh breeze right on the Worthington, and in a few minutes the pilot house on the barge was in flames. The crews of both craft exerted every effort to save the barge, but perceiving that the flames were rapidly gaining headway the captain ordered the men to stop working at the fire and start to strip the barge of her rigging. A large portion of the sails and other rigging were cut loose and thrown overboard. After the work of stripping the barge had been going on for a few minutes the wind freshened, and the vessel, which was not hard aground, started to drift away from the burning steambarge. The crew was then ordered to try and extinguish the fire. After about an hour's hard work the flames were gotten under subjection, and the barge dropped her anchor about 200 yards below the Howard. The captain states that while the Howard was burning he

TRIED TO SCUTTLE HER,

but seeing that she had beached light—she was only in about six feet of water—and that scuttling her would have no effect no the flames, as she would have sunk on deeper in the water, he abandoned the effort. Most of the crew of the Howard lost the greater part of their clothing, and those who were in bed had barely time to dress themselves. When the rigging of the Worthington was being thrown overboard, seven or eight yawl boats from Algonac arrived and started to pick it up. The captain stated that if they would take it to shore he would pay them for their trouble. They, however, as soon as a load was secured, set out in an altogether different direction from the shore and it is evident that it was their intention to make away with what they had picked up. The captain of the Worthington yesterday was searching for the rigging, but it was not learned with what success he met. The Henry Howard was totally consumed to the water's edge, and there is not enough of her hull left to float. The Howard was owned by Julia Miner, wife of the captain, John Miner, and Ben House, who was mate of the steambarge. She was built in Port Huron in 1867, and was classed B2. Her value is $5,000, and she had an insurance of $3,500. The Worthington was damaged to the extent of $500. The tug C. D. McKinnon left last evening to tow the Worthington to this port, where she will be docked immediately and repaired. The captain of the Howard, who arrived in port yesterday on the steamer Idlewild, says that $200 in bills, which were in his room, were burned. While the steamer was burning two or three steambarges passed, but offered no assistance, and did not even slack up.

THE WATERLOGGED COLONEL COOK.

The stiff northeast wind of Thursday night brought about the usual heavy sea at this end of the the lake. One vessel master, who came near losing his craft, reports it as the "nastiest sea he had ever known," and he had sailed these lakes since 1849. It was not without some serious mishaps, mostly in opening up seams and letting water into the holds of vessels. The staunch steamer Chauncy Hurlbut did not escape, but arrived with ore and twenty inches of water in her hold, and will probably go into drydock before she starts on another voyage. The schooner Nevada also arrived leaking and with nearly a foot of water, the schooners Selkirk and H. P. Baldwin, the former with two feet of water and the latter with twenty inches. But the most serious misfortune, so far as known, was the open seam in the schooner Colonel Cook, which came near waterlogging her and sending her to the bottom. She had four feet of water, filling her up to her decks, as she came within the piers, and it is thought could not have much longer withstood the heavy sea outside, notwithstanding she kept four men at the pumps. After she got inside, men were kept steadily working at the pumps while a thorough examination was made for the leak, which was found to be an open seam, aft, nearly under her cabin. This was largely closed by the use of wedges, and the men then succeeded in pumping her out, leaving her at least in safe shape as the day closed. She has on a cargo of 491 tons of ore from L'Anse. She was the craft which ran down the Lady Elgin over twenty years ago, the anniversary of which has just been observed at Milwaukee. The Evening Wisconsin, of that port, of September 8th, says of this event:

"To-day is the twenty-third anniversary of the Lady Elgin disaster, which occurred on the 8th of September, 1860. At St. John's Cathedral, to-morrow at 8 o'clock a. m., the usual requiem high mass for the repose of the souls of those who met their fate in the awful shipwreck will be celebrated by Father Keogh. The commemorative service is always held on the day succeeding the anniversary, for the reason that the anniversary is observed in the Catholic church as the feast of the Blessed Virgin, and masses in black are not permissable on feast days, except by special dispensation, which, in this case, has not been secured."

The Colonel Cook, then named the Augusta, was sailing on Lake Michigan with a cargo of coal, bound for Milwaukee, and had nearly reached there when she collided with the Lady Elgin, sending her to the bottom with all on board. The Elgin was making an excursion trip, and had on about 300 passengers, nearly all of whom found a watery grave. The event is said to have nearly depopulated certain streets in Milwaukee, so full had been the turn out in aid of some benevolent organization. The master of the Augusta is said to have been exonerated from any blame in the matter, but such was the feeling in that city over the sad affair that the ship ceased to carry cargoes there lest damage might be done her, and to further wipe out the memory of it her name was changed.—*Cleveland Leader.*

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TRAVELERS' REGISTER.

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Mackinac Line,

For Mackinac, St. Ignace, Cheboygan, Alpena, Oscoda, Port Huron, Detroit and intermediate lake and river ports.

Steamer ATLANTIC, Capt. D. Nicholson,

Leaves Cleveland every Friday evening at 8 o'clock. During the warm weather and pleasure season the

Steamer Atlantic

Will extend the regular trip on to Petoskey, Harbor prings and Charlevoix.

CLEVELAND FORWARDING CO., Agents, Office and Dock, Foot of Superior-st., Cleveland.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	°1 10 A M	°12 05 A M
No 8, N Y, B & A Express	°6 35 A M	°7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	°1 55 P M	°2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....
Westward.	**Arrive.**	**Depart.**
No 1, Fast Limited Express	°11 56 A M	°12 05 A M
No 28, Mich Express via Sandusky	°2 15 A M	°2 35 A M
No 3, Chicago Express via " "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi Pac Ex via Norwalk	°6 06 P M	°6 30 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—° Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

GOLD for the working class. Send ten cents for postage and we will mail you *free*, a royal, valuable box of sample goods that will put you in the way of making more money in a few days than you ever thought possible at any business. Capital not required. We will start you. You can work all the time or in spare time only. The work is universally adapted to both sexes, young and old. You can easily earn from 50 cents to $5 every evening. That all who want work may test the business, we make this unparalled offer; to all who are not well satisfied we will send $1 to pay for the trouble of writing us. Full particulars, directions, etc., sent free. Fortunes will be made by those who give their whole time to the work. Great success absolutely sure. Don't delay. Start now. Address STINSON & Co., Portland, Maine.

A PRIZE. Send six cents for postage, and receive free, a costly box of goods which will help you to more money right away than anything else in this world. All, of either sex, succeed from first hour. The broad road to fortune opens before the workers, absolutely sure. At once address TRUE & Co., Augusta, Maine.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Galion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	°6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	°12 35 P M
No. 27, Galion & C.L & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5.00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	°6:40 A M
No. 20, Ulrichsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	°4:46 P M
No. 22, Galion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked ° daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent. CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p. m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m., Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a. m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpsville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsbugh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p. m.

10 35 a. m. YOUNGSTOWN AND PITTSBURGH ACOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh, 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a. m; 1:05 p. m., and 9:45 p. m,

☞ This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East.

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O. R R., South Water street and Viaduct, Cleveland, O.

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At Chicago, passenger trains arrive at and leave from the Union Depot, Van Buren street.

Following is the time in effect June 1, 1884, and until further notice:

GOING EAST.

Lv.	Chicago	7.50 a. m.	.....	.....
Arr.	Valparaiso	9.45 "	.....	.....
"	Fort Wayne.	1.30 p. m.	.....	.....
"	New Haven..	2.05 "	.....	.....
"	West Leipsic.	3.56 "	.....	.....
"	Arcadia	4.49 "	.....	.....
"	Fostoria	5.00 "	.....	.....
"	Green Springs	5.45 "	.....	.....
"	Bellevue	6.10 "	.....	.....
Lv.	Bellevue	6.20 "	7.55 a. m.	.....
Ar.	Lorain	7.50 "	9.16 "	Accom.
Arr	Cleveland	9.02 "	10.22 "	
Lv.	Cleveland	.....	10.27 "	3.52 p. m
Arr	Painesville	.....	11.33 "	5.05
"	Ashtabula	.....	12 25 p. m.	6.03
"	Conneaut	.....	12.50 "	6.30 "
"	Erie	.....	2.09 "	.....
"	Dunkirk	.....	3.47 "	.....
"	Buffalo	.....	5.20 "	.....

GOING WEST.

Lv	Buffalo	9.50 a. m.	.....
Arr	Dunkirk	11.24 "	.....
"	Erie	1.23 p. m.	Leave
"	Conneaut	2.20 "	6.15a. m.
"	Ashtabula	2.51 "	6.46 "
"	Painesville	3.44 "	7 43 "
"	Cleveland	4.52 "	8.55 "
Lv	Cleveland	4.57 "	6.47 a. m.
Ar.	Lorain	6 12 "	7.35 "
Arr	Bellevue	7.35 "	9.10 "
Lv	Bellevue	.....	9.20 "
"	Green Springs.	.....	9.44 "
"	Fostoria	.....	10.22 "
"	Arcadia	.....	10 34 "
"	West Leipsic	.....	11.30 "
"	New Haven	.....	1 35 p. m.
"	Fort Wayne	.....	1.50 "
"	Valpraiso	.....	5.42 "
"	Chicago	.....	7.50 "

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager, Cleveland, O.

The Marine Record.

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CLEVELAND, OHIO, THURSDAY, SEPTEMBER 18.

THE CLEVELAND BREAKWATER.

The most conspicuous oversight in the breakwater matter, as deduced both from the recent meetings of the vessel owners and engineers to decide upon a feasible location for an extension and in the construction of that now completed, has been the lack of research and experiment concerning lake currents and the structure's possible effect upon them. Now that we have the breakwater, however, there is no longer reason to ignore the matter. That there exists a stronger shore current in the lake than was ever suspected, must be admitted. That the present structure, by obstructing has intensified this current outside and almost dissipated it inside, except in case of storm, are also plainly observable facts. We are of opinion that currents in large bodies of water are very little understood. Science has done much toward inquiring into the secrets of those of the air, but comparatively nothing concerning those of the water. The great ocean currents, at least a large number of them, are known to exist, but their causes are yet a mystery. We should not look incredulously upon the currents in the lake merely because they happen to be strange or new to us. The Cleveland harbor lies in an indenture, the jutting points of land east and west of it making it almost a bay. It would not be preposterous to suppose that the shore current in this peculiarly shaped shallow bay is more rapid than the current in the lake. Neither would it be unreasonable to look upon this condition of things as a provision of nature for puryfying the shallow water upon the shores. One thing, therefore, is now by no means conjecture, that there is a strong current outside the present breakwater and comparatively none, or a backset, inside, a state of things which should not be allowed to exist. We agree with the plans recommended for the extension and believe they are wise, but the extension can have no influence toward mitigating the above evil. To remove the arm on the west end of the breakwater, that runs straight out from the shore, entirely, up to the first bend, leaving only the lake arm running parallel with the shore, would mitigate the whole evil at once. It should not be connected with the shore at all; it should not approach the shore nearer than one thousand feet. The current would then sweep entirely around the shore, as before, quite unobstructed by the parallel arm of the breakwater, and with equal force on both sides of it. No considerable sea ever comes directly from the west at this part of the harbor, sheltered as it is to a great extent by the bluffs only a short distance to the westward. From seas raised by northwesters, or by winds even a trifle north of west, the parallel lake arm furnishes entire protection. Two great interests demand that the current be let through the west end of the breakwater, the maritime and the city. Vessel men are aware that during the prevalence of a northeaster now the currents running in different directions outside and inside of the breakwater, render it exceedingly hazardous for them to make the harbor, and are unanimous in the request for a change. The city cannot afford to have a body of stagnant water, such as is now inclosed by the breakwater. To open up the west end and let the current gently though momentous, flow between the land and the lake arm, would equalize the current on both sides and make the water pure and healthy. If that shore arm is left connected with the land, as now, the extension proposed will not change the current.

THE FIRE TUG QUESTION.

It is encouraging to note the energy displayed by all interested in placing an iron fire tug on the river for the better protection of property in that region, and we trust that the council will at once place in legal existence a board of waterworks trustees, in order that this much needed improvement can be consummated at an early day. The following communications from some of the interested parties were presented to the council on Monday evening:

To the Honorable City Council:

At a recent meeting of the Cleveland board of fire underwriters the following preamble and resolutions were passed, viz.:

WHEREAS, The recent extensive conflagration on the flats has clearly demonstrated to every citizen of Cleveland what many had long felt—the imperative necessity for better fire protection in that most dangerous part of the city—a part endangering, in case of a heavy wind, every other part; therefore,

Resolved, That the board respectfully petition the City Council to take immediate action, looking to the speedy placing of a properly equipped iron fire tug in the river, and at least four fire steamers in the most exposed parts of the city, two of them on the flats.

Resolved, That without such additional fire protectien we believe that it will be impossible to much longer protect by insurance the many and most important industries located in that highly dangerous district.

JAMES W. LEE, President.
A. J. TRUESDELL, Secretary.

To the Honorable City Council:

We, the officers and members of the Cleveland Board of Lumber Dealers, would respectfully petition your honorable body to give the business interests on the flats better fire protection, by placing on the river an iron fire tug, and place at least one first-class engine on the flats. We think after the experience of the present week our petition will receive your hearty approval.

THOMAS H. CAHOON,
President, and others.

To the Honorable City Council:

We, the undersigned property holders along the river and flats, would respectfully petition your honorable body to furnish additional fire protection, consisting of an iron tug suitably equipped for fighting fire, and such additional engines, with hook and ladder, and other necessary apparatus, as will furnish better protection.

WHITE SEWING MACHINE COMPANY
and twenty-three others.

The communications were all referred to the committee on fire and water and board of fire commissioners.

On the resolution of Mr. Brinsmade, requesting the committee on fire and water to inquire into the possibility of purchasing a fire boat for use on the river, the committee reported as follows: "The committee on fire and water deem the addition of a fire boat as a great addition to our fire department, and would recommend the purchase of one. The cost of the boat fully equipped would be about $20,000, and would cost about $8,500 per year to run the same."

On the communication of the Board of Trade, submitting resolutions calling for more fire protection, the same committee reported as follows: "The committee on fire and water deem it necessary that the fire department should be increased, and would recommend the following as, in our judgment, necessary to put the department in good shape, viz.: Four new engines, one river engine, one covered wagon and necessary men to man the above apparatus; also the raplacing of old apparatus in the department by new. The above additions, upon careful estimates, would cost $154,000."

Subsequently Mr. King introduced an ordinance to appropriate $150,000 from the sinking fund of 1882 to be placed to the credit of the fire department fund to procure a fire boat, to establish four new companies, and to replace old and worn out apparatus.

We trust that the different political factions in the council will not so far forget the duty they owe to the citizens of Cleveland as to devolve this important matter on the caprice and delay that usually attends factional fights. Proper protection against fire is a matter that should command the united action of the entire council, and it would be wisdom on the part of the mayor if he would forego the appointment of an obnoxious man to the vacant position on the board of waterworks trustees, in order that the wishes of the citizens may be speedily attained.

COLOR BLINDNESS.

Editor of the Marine Record:

The fact that a great number of vessel masters are deprived of command on account of their inability to distinguish colors, and that all who have obtained positions as masters cannot readily distinguish the color of the lights they see on an approaching ship, leads me to advocate the abolition of the requirement regarding color altogether, and in place thereof make the manner of distinguishing the starboard or port side of the vessel depend upon the number of lights on the respective sides. This, to my mind, seems very simple and complete. For instance, place two white lights, one above the other, on the port side, and arrange three lights in the same manner on the starboard side of the ship, and as the number of the lights could be readily distinguished, every sailing master would be able to tell the position of a ship that was bearing down upon him, keeping in mind the necessity of so placing them that they would be known as the port and starboard lights. This question can not receive too much investigation at the hands of examining boards and other officers throughout the country, and I trust there will soon be a change made in the mode of testing this requirement of color knowledge in the pilot. Another evidence that the system of color lights does not meet the requirements for safe navigation is the insufficient tests that pilots undergo at the hands of the master, as detailed by a seafaring man to the Wheeling Star recently, and who cites his own case as an example. One of the tests which is generally followed was that of assorting bundles of cloth by color, and while he could distinguish the different shades and colors of the cloth with great accuracy, when at sea it was utterly impossible for him to distinguish the color of the lights exhibited on vessels, the glare of the lights destroying his sense of color. It is therefore evident that while he could successfully pass the tests of the examining board while on shore, it would be utterly impossible for him to tell color while at sea, and the recent sinking of the United States steamer Tallapoosa evidences the fact that he is no exception, as three officers of the watch at the time of the collision disputed regarding the color of the light they saw on the colliding schooner and were, therefore, unable to place their vessel out of danger. It is true that red and green lights have held their position on ship board a long time and have given comparative satisfaction, but as long as there exists a chance of fatality attending their continued use they should be made to give place to a system that can not possibly be objected to on that ground.

P. E.

SCHOONERS J. V. AYER AND IOWA.

Editor of the Marine Record.

ASHTABULA, September 8.

In order to satisfy some difference of opinion, have the kindness to inform us through the RECORD, in regard the date of the building and loss of the bark J. V. Ayer and schooner Iowa, built by Peck & Masters of Cleveland, who sailed one or both on their last trip and any details in regard to them.

SUBSCRIBER.

[The schooner Iowa and J. V. Ayer, were built by Peck & Masters at Cleveland, the former in 1854 and the latter in 1855. The J. V. Ayer was launched in July from Rhodes' dock near the foot of Lake street and was lost on the day of the presidential election, November 4, 1856, on Lake Michigan, off St. Joseph. As the schooner Iowa disappeared at the same time the impression obtained that they had come in collision and both sunk, as neither was ever heard of after that date. They cleared from Chicago on the same day, the 3d of November, the J. V. Ayer having a cargo of wheat, 17,000 bushels, consigned to Wm. Foot & Co. of Buffalo; the records do not show the cargo of the schooner Iowa. Reports were circulated that on the 29th of November the Iowa had been spoken by the steamer Forest Queen in the St. Clair river, in tow of one of the Lake Navigation Co.'s tugs, but which proved to be ill advised, as it transpired that it was the Kenosha met by that steamer, the Kenosha having been out in the same gale of November 4th, had been driven away north of the Beaver Islands where she found a harbor, made repairs to her sails and continued her voyage. This probably accounts for the difference of opinion spoken of by our correspondent.

It is impossible to learn who was master of the Iowa as she seemed to pass out of sight and memory at the same time, but Captain Thomas McClanning sailed her before the J. V. Ayer came out, when he was appointed master of the new vessel, as he was considered a through seaman and a worthy man for promotion. The J. V. Ayer was considered one of the finest schooners afloat at that time and was valued at $18,000, and carried an insurance of $12,000. Both vessels were owned by Hale & Ayer of Kenosha and B. S. Sheppard, a ship broker at Chicago was manager. All hands on both vessels lost their lives at the time the disaster occurred, including Captain Thomas McClanning and the following seamen, who shipped at Buffalo on the Ayer September 30th, to Chicago and back: Charles Anderson James Donley, Richard Berry, Thomas Book, Patrick Troy and Peter Kennedy. The names of the mates and cook cannot be learned. Captain McClanning's desk, containing the ship's papers and a portmonnie containing about $67 were picked up four miles above St. Joseph, Michigan, by J. G. Smith, and part of wreckage was washed ashore near the same place which gives countenance to the report that she had been in collision. The only article recovered belonging to the Iowa was the provision chest.—ED.]

THE Canadians have at last opened their eyes to the fact that they must either deepen and improve the St. Lawrence water route or see their northwest trade take its natural course by way of Duluth to Buffalo and New York. It is said that appropriations to provide for deepening the canal to fourteen feet will be asked for at the next session of parliament.

THE following lines from Puck will be highly appreciated by the sailor man:

When a steamer meets another,
Coming thro' the fog,
Which should turn out for the other?—
Coming thro' the fog.

This question is quite hard to wrestle,
Until we read the log,
Which clears from blame the lucky vessel
That has come thro' the fog!

MARINE EARTHQUAKE.

The brig Charles Dennis, from Maine, reports she experienced a marine earthquake off the coast of Virginia, August 15th. The appearance of the sky denoted a hurricane and the brig was put under short sail. The wind veered to every point of the compass and then lulled. Suddenly the roar of the sea, deeper than the loudest thunder, was heard. It boiled like a pot, heaping up great seas that tossed the brig like an egg shell. The earthquake must have had its centre some four or five hundred miles east of Hatteras.

[*Continued from 1st Page*]

ERIE.

The new revenue cutter Perry, recently constructed by the Union Drydock Company of Buffalo, has been ordered in commission by the Treasury Department, and will cruise on Lake Erie, with headquarters at Erie, Pa. Her dimensions are 161 feet over all, 25 feet beam, with 9 feet depth amidships. The new vessel is constructed of iron. Her officers are as follows: Captain, D. B. Hodgson; first lieutenant, A. D. Littlefield; second lieutenant, A. P. R. Harkness; third lieutenant, James L. Sill; chief engineer, J. E. Jeffries; first assistant engineer, E. G Schwartz; pilot, James T. Brown. The Perry is considered one of the finest vessels in the revenue marine service. She must not be confounded with the revenue cutter of the same name, which formerly cruised along the lakes. The latter vessel was sold by the government to private parties at Buffalo, was rebuilt for the excursion business and was named the Perriwinkle.

PORT HURON.

Love & Schofield have been awarded the contract to build a steel boiler for the barge Tempest. It will weigh 21 tons. They have just finished one for Marine City parties which weighs 18 tons.

ST. JOSEPH.

James Flynn, a member of the St. Joseph life saving crew, has been appointed keeper of the life station at North Manitou Island.

DETROIT.

Special to the Marine Record

September 16—The United States steamer Michigan has been here for several days, on her first visit this season. She is on a two months' cruise, in command of Captain J. J. Read, and will proceed on westward to-morrow or the day following. She has been forty-one years afloat and looks as trim as in her palmy days.

A collision on Friday night, near Colchester reef, resulted in the sinking of two vessels and the probable total loss of one or both. The wind at the time was strong from the northeast and the vessels in question were the Monticello, of Detroit, owned by Merick, Esseltyn & Co., and the John T. Mott, of Oswego, owned by the person after whom she is named. The Mott had on a full cargo of coal, bound up, and of course had the wind free. The Monticello was bound down light with the wind close haul and both being under great speed the collision was violent. The Monticello's bows were smashed in and in a few moments thereafter she went down, as did also the Mott, both in seven fathoms of water. The crews of both vessels were picked up by a passing steambarge, so fortunately no lives were lost. The Mott is 319 tons burden, was fifteen years afloat, and was valued at $9,000. The Monticello has been in service fourteen years, 316 tons burden and valued at $8,000. The tug Champion was dispatched to the Monticello and the tug Charlton to the Mott. The rule bearing on such cases is as follows: "If a vessel is going close haul to the wind and another meeting her is going free, the rule of the sea is for the latter vessel to go to the leeward, and although such vessel may either go to the leeward or windward, as she best can, yet she ought, as a general rule to suppose that the vessel going to the windward will keep her position."

Captain Hugh McGaw, who has been pilot of the revenue steamer Fessenden thus far this season, has been retired from that position by order of the authorities at Washington, and up to this writing his successor has not been appointed. The untortunate stranding and sinking of that steamer at Prentiss Bay reflected too strongly on McGaw, and the Washington high jinks could not very well take in so big a dose.

The past week has been an unusually eventful one, in the way of casualties at different points and the monthly record will doubtless foot up large. In addition to what has already been noted above the steambarge Henry Howard is to be added among the total losses. There was an insurance of $3,500 on her.

An incident, novel in its way, occurred here a few nights since and was of a character which rarely takes place. The small propeller Pickup was moored for the night at one of the wharves at the lower end of the city and all went ashore, save the steward and a fireman, who retired to their berths. The steamer was missing when the officers returned and there was no way of accounting for her mysterious departure. In the morning Captain Mills dispatched his tug, the Shoo Fly, for the truant craft. She was found several miles down the river lying against the bank on the east side of Turkey Island where, under other circumstances, she could not have reached with the most expert pilot. The sleepers were not even aroused from their slumbers.

Several vessels which of late have arrived here from the Welland canal, complain bitterly of the detentions they meet with at the acqueduct on that thoroughfare, varying from twenty-six to thirty hours. But there seems no remedy for the evil.

The steamers plying between Montreal and Chicago are apparently doing a good business, carrying nearly full cargoes of merchandise westward and returning with grain and flour. They are only of medium size and on so long a route it is difficult to see where the percentage comes in.

Murphy Brothers have dispatched the wrecking steamer International to Lake Superior to raise the schooner W. R. Taylor, which sprung aleak and sunk at Harson's Bay, laden with railroad iron, a few days since. She lies in fourteen feet of water and can be got up without difficulty, with favorable weather.

The wrecking tugs owned by Captain Grummond are being prepared for fall business with complete wrecking apparatus.

The steambarge Lowell broke her machinery while coming up the river the other day, and was towed here for repairs.

The steambarge J. E. Mills, lumber laden, with barges in tow, stranded on Peche Island, Lake St. Clair, the other day and was delayed for several hours before released. The damages were not sufficient to cause detention. The equinoctial gale which usually occurs at this time of the season, although slightly in advance, set in last night at 12 o'clock and to-day is blowing great guns. Notwithstanding the violence of the weather there is quite a number of craft passing either way. Those bound westward managed to reach at or near the mouth of the river before the storm set in.

The schooner Monticello, referred to above, having no cargo on board, managed to drift in shoal water and was got hold of by the tug Champion and towed to the mouth of the river last night, and will doubtless reach the city to-day (Tuesday.)

Mr. N. C. Peterson has just completed an elegant boat which will be sent to the Kalamazoo fair and placed on exhibition. It is a pleasure rowing boat, 16x3½, made of solid Spanish cedar, with mahogany and solid brass trimmings, is capable of carrying six people, and for uniqueness and graceful form we have failed to see her equal. If Mr. Peterson does not sell her at the fair she will be sent to the World's Exhibition at New Orleans in December. The work of this firm is excellent, and we doubt not that this new boat will find scores of admirers. and serve to acquaint the people more fully with Mr. N. C. Peterson and his excellent boats.

The schooner Smith & Post, while bound down on Lake St. Clair yesterday, was visited by a swarm of hornets, which for a time made things lively among the crew, several of whom were stung, while those who could sought shelter by going below. On reaching the river they abandoned the ship and were seen no more. J. W. H.

STURGEON BAY.

A fourteen-foot skiff, painted green, with the name Sea Demon lettered on each bow, has been picked up by the life-saving crew at Sturgeon Point. The boat is supposed to have been lost by some rafting tug. The owner can have it by writing to the keeper of the Sturgeon Point life saving station, Harrisville, and telling where to ship.

ESCANABA.

No boats will leave to-night, the 15th. Wind south blowing a gale. There was a very heavy rain during the night and this forenoon.

Fred A. Gilbert, first mate of the propeller W. L. Wetmore, committed suicide by jumping overboard while passing Bailey's Harbor at 11 o'clock Sunday morning. He was 32 years of age and single. His home is at Memphis, Mich. Captain DeWolf lowered a boat, but could not see anything of him. He sunk in about two minutes.

BAY CITY.

Saturday evening the propeller Oconto, while turning around in the river at the foot of Fifth street, was run into by the barge Galatea. The stem of the Oconto was knocked out of place and she has been in the drydock since receiving repairs.

AMHERSTBURG.

The waterlogged barge Conrad Reid, which was taken into Amherstburg Saturday, unloaded her deck load of 800,000 lath, and Monday morning was pumped out by the Amherstburg steam fire engine, at the rate of two feet an hour. The trouble was caused by the hatches not being battened down, and the seas washed on board and filled her to the decks. She is not otherwise injured. The tug Beatrice's tow was the last to successfuly carry away the lightship at the limekilns.

GREEN BAY.

Captain Thrall's new tug that is being built at the foot of Madison street has the ceiling and planking completed, and the machinery, which arrived from Port Huron, is alongside ready to be used when required. First-class material and thorough work are making the boat a serviceable one.

HARBOR SPRINGS.

The schooner Sophia Bonner, of St. James, was loading at the head of Little Traverse Bay, when the gale commenced, and last night dragged her anchors and went ashore. She is high on the beach, and with heavy seas breaking over her. As she is on sand bottom it is thought she will survive the storm. Her crew escaped.

ASHTABULA.

Special to the Marine Record.

The tug Red Cloud towed the schooner Zach Chandler and Gulnare to Cleveland and while there went on the drydock for repairs to her bottom.

The schooners Gen. Franz Siegle and Columbia are laying here waiting for an advance of freights; their captains claim there is more money made laying alongside of the dock than to run at present rates.

The barge John Burt arrived here with her tow post and tafferel rail gone, caused by getting aground, and the barge in tow astern running in to her.

The steambarge Robert Wallace came in port with her stern somewhat damaged, caused by coming in contact with her consort while picking her up outside.

Repairs being done at Devney's shipyard within the past few days were the schooner Columbia which was calked from light water mark up and some in her topsides. The barge John Burt, tafferel rail, tow post and some repairs. The barge Godfrey, a fore gaff and decks overhauled. The barge J. H. Rutter, some repairs. The steambarge Robert Wallace, stem repaired. The schooner Zach Chandler, received a pawl post.

The schooner Jennie Matthews, ran in here wind bound being thirteen days from Ogdensburg loaded with ore for Cleveland. She was seven days on this lake from the canal, there being no wind. The Captain says it is the longest and calmest trip he ever made. The steambarge Oscar Townsend took her in tow for Cleveland.

The barge J. H. Rutter came to an anchor off this place Saturday about noon. There was a heavy sea running from the eastward and before her anchors picked her up, she was very close to the shore. The harbor tugs went to her assistance but being so close in and the wind blowing hard the captain thought it best to remain until the sea run down. She was towed in next morning. Vessel men should bear in mind that the best anchorage is about two miles north of the piers.

The Canadian schooner Erie Bell left here last night loaded with coal for Toronto, little attention was paid to how she was heading the wind being off the shore and smooky. She ran ashore about four miles below this place. The harbor tugs went to her assistance and after hard work pulled her off and towed her here, where she now lies, leaking badly. An effort is being made to keep her afloat.

J. P.

KINGSTON.

The St. Lawrence has been released by the Hastings. She is not damaged in the least, as her engine was stopped and she was going against the current when the rocks were encountered.

The steamers Princess Louise and John Thorn had a race from Halladay's about nine miles down the river. The latter was about half a mile ahead at the start and was overtaken by the Princess on rounding the point.

The barges Nebraska and Toledo, which went ashore at Hickory Island on Sunday night, have been got of without damage. The schooner Houghton, with grain from Chicago, passed to-day, bound for Ogdensburg.

An important experiment in the direction of improving the navigation of the Lower St. Lawrence is about to be tried by the Dominion government. The marine and fisheries agency at Quebec has just received for the propeller Ocean King three of the celebrated Pintch gas buoys. These are enormous iron globes or tanks, which, it is said, when charged, will burn continuously night and day for three months, thus enabling vessels to distinguish the proper channel in dangerous localities at all hours and in any weather. It is understood that these buoys, which are the first of their kind ever imported into Canada, will be placed in position as soon as possible to serve for the remainder of the season, and the necessary preparations are being made in consequence to change them. Buildings for the manufacture of the gas which they burn, and which is derived from crude oil, are about to be erected at Quebec.

A scow measuring about 150 tons is reported aground on Grosse Isle on the Canadian side. She was bound up and appears to have been light, as she is a long way out of the channel. A Canadian tug will be sent to her assistance

BUFFALO.

Five steam pumps have failed to make an headway on the water in the propeller Potomac, sunk alongside the Lehigh Valley coal shutes. Her rudder casing is gone, and Captain Michael Carr is engaged in closing up this opening and covering part of her sides with canvas.

There are no rates on cargo insurance, but the pool will write rates at the same figures any one else does. The Continental withdrew from the pool Saturday at midnight, and agents of that company were ordered to write at the best rates they could get. Few risks, it is reported, were taken by this company at 25 cents per hundred from Chicago to Buffalo. A lively time is therefore in prospect.

A dispatch to the Buffalo Courier from Port Colborne said the tug S. Neelon paid a fine this morning of twenty dollars, the canal superintendent says, for incivility to the officers during the recent delay of the schooners A. B. Norris and Golden West at Welland, Mr. Saurin, owner of the Neelon, which was towing the Norris, told the man in charge of the acquaduct that it looked as if the town of Welland gave him a bonus for delaying vessels at that place, for which he was reported and fine imposed. Mr. Saurin visited St. Catharines to interview and explain the unjustness of the fine to the superintendent, but his highness would hear of no explanation, but that his decision was final, and that the tug would not be allowed in the canal until the fine was paid, and if any more remarks were made she would be barred from the canal altogether.

The propeller Potomac, lying alongside the Lehigh coal dock, sprung a leak Sunday afternoon and sank. An effort will be made in the morning to pump her out. She is the property of Peter Wex, of Buffalo.

Coal is in better supply and consequently there will be less delay in making up cargoes for vessels. Rates are steady at 50 cents to Chicago and Milwaukee. The schooner Golden Fleece was placed for Chicago at that figure; the Jura for Green Bay at 60 cents and the St. Lawrence for port Mackinac at 50 cents.

The schooner H. Fitzhugh, which was reported to have run into Cleveland leaking on Monday, arrived here to-day. Though coming down in a heavy sea, she made no water of consequences. She was loaded with pig iron from Lake Michigan. The wind continued strong down the lake to-day, and only two line propellers left port.

Later advices say the propeller Potomac, was got afloat yesterday by the use of four steam pumps. At dark she was nearly pumped out. She was to be rowed to Hefford's dock, and after taking her coal out will go into dock at the Union Yard.

CHEBOYGAN.

A heavy gale has been in progress from the west to-day, and several up-bound craft have sheltered here.

The steambarge Keystone lost her tow on Lake Michigan Saturday in a southeast gale. The Wells was picked up at the Manitous, and the Keystone has been looking for the Masten ever since. Another report from Mackinaw says the Masten lost three jibs in the gale on Lake Michigan, indicating that she has been heard from. The gale seems to have been severe, driving all vessels to refuge. The harbors are crowded.

A body was found on the beach to-day and is supposed to be that of Templeton, the man drowned from the propeller Buffalo in the straits, a short time ago. The description is: Height five feet ten inches, smooth face, dark hair and eyes, tweed pants and vest, catholic beads in pocket, aged 86; weight, 160 pounds. Templeton's friends have been notified.

ALPENA.

While the tug Fisherman was coming in from the fishing grounds about 4 a. m. yesterday, she was run into by the tug Wayne Isabel going out, about three miles from the light. The Fisherman was struck on her port side about four feet from the stem, and cut through her fender strake and covering board, and her deck shattered. The Isabel lost her stem and has gone into Gilchrist's for repairs. The damage to each tug will amount to about two hundred dollars. The Fisherman blew one whistle, which was not answered by the other tug until nearly abreast, when she blew two whistles and struck her as stated.

STATISTICS OF LAKE NAVIGATION.

Written for the Marine Record:

The rapid increase of our inland marine has been a just criterion of the important growth of trade, and one which unerringly points to its farther extension when full scope is given to it by the fostering hand of government in the improvement and deepening of our harbors, the perfection of our lake beacons, and the further improvement of the all important canal around the Sault Ste. Marie, a channel through which must flow the vast quantities of grain and the mineral wealth of the Lake Superior country, and thus give additional value to the great and increasing northwest trade. The astonishing increase, during the past thirty-five years, of the business on the lakes, caused in part by the opening of new avenues of communication with the fertile west, and the opening up of hitherto undeveloped agricultural and mineral lands, has exceeded the estimates of the most visionary theorists; and although much difficulty has been experienced, involving an immense loss of life and property, the people of the West and the facilities of lake navigation have been enabled to keep pace with the rapid progress of the country.

Considering the fact that the recent details contained in your paper on lake and ocean traffic, and other retrospective matter, attracted much attention, I purpose to furnish some short sketches of the same nature from time to time, as considerable interest would be attached to such a series of articles, and add thereto as much interesting data as can be procured. Going back to 1796, I will bring up the more interesting events, to the present day, that can be come at without the use of too much time and trouble, but which will be, although comparatively meager, of great interest and very pleasureable to all interested in the old-time history of the lakes. I find by statistics placed at my disposal by Captain Ben Stanard, local hull inspector at this port, that the first vessel which floated on Lake Erie bearing the American flag was the sloop Detroit, of 70 tons, which was purchased of the Northwest Company by the government in 1796, but which was soon after condemned as unseaworthy. In the same year a small schooner called the Erie Packet was built in Canada to run between Fort Erie and Presque Isle. She was lost near the latter place before the close of the year.

In 1797 the schooner Wilkeson, of 80 tons was built at Detroit and remained in service until 1810, when she was thoroughly over hauled and her name changed to Amelia. In 1812 she was purchased by the government, and formed a part of Commodore Perry's squadron, in the battle of Lake Erie.

In 1799 the brig Adams and schooner Tracy were built by the government. The Adams was captured by the British in 1812, but was afterward retaken and burned. The Tracy was sold after the war to Porter, Barton & Co., and lost on the reef near Fort Erie.

In 1800 the schooner Good Intent, of 35 tons, was built, and in 1806 she was lost, with all her crew on Point Appineau.

In 1805 the schooner Nancy, of 50 tons, was built by the government at Black Rock.

In 1806 the schooner Contractor was built by Porter, Barton & Co., and was sold to the government in 1812.

In 1810 the schooner Catherine was built by Sheldon Thompson and others, and was also purchased by the government and her name changed to Somers. She participated in Perry's great victory on Lake Erie. Up to the time war was declared the number of vessels afloat on Lake Erie, of all descriptions, did not exceed twelve. The first year after the war, 1816, the aggregate tonnage of sail craft on the lakes was 2,180 tons, embracing about forty small sail vessels, two schooners only being over 100 tons, and in 1816 the first steamer, the Ontario, was built at Sackett's Harbor. She went into service in April, 1817, and was followed by the Frontenac, on the Canadian side, in the same year, 1817. The Ontario measured 231.57 tons, and had beam engines, 34-inch cylinders, of four foot stroke. She was broken up in 1832. The second steamer, and the first to navigate the upper lakes was the Walk-in-the Water, launched at Black Rock, N. Y., in 1818. She was 338 tons burden and had low pressure engines. She arrived at Detroit August 22, 1818, on her first trip, and afterwards traded as far as Mackinaw, Mich., and was wrecked on the night of November 1, 1821, near Buffalo, N. Y. Another account, compiled by a census officer of the government, gives the date of her loss as 1818, at the same place; he also says that she measured 342 tons.

The Sophia, 49.70 tons, was also built at Sackett's Harbor in 1818, so that up to 1820 there had been built only four steamers, which includes one of 298.57 tons, built on Lake Champlain, on the lakes, as against 71, measuring 14,207.53 tons on the western rivers, and 52, measuring 10,564 tons on the Atlantic coast. ***

HE SAVED THE TUG.

A peculiar collision occurred near the foot of Washington street late Wednesday evening, in which a tug, vessel and propeller figured. The tug Annie L. Smith was coming down the river with the light schooner Wanetee in tow and was followed closely by several other tows, and just as the Smith got through the draw of Madison street bridge Captain Brewer sighted the red light of a propeller, but thinking that her head had not swung too far in the river too block the passage, he kept on, especially as he heard no signal whistles. He had not gone very far before he discerned the bow of the propeller clear out in the river and it was too late to stop then. So he ordered the deckhand of the Smith to cast off the Wanetee's towline, and he ordered the engineer to open up the throttle. He just succeeded in getting through the opening between the propeller's bow and the west dock line when the abandoned schooner crashed down upon the propeller. The latter, the James Fisk, Jr., was not injured, but the Wanetee's starboard bow was so badly stove in that it will cost between $400 and $500 to repair the damage. The Fisk and the propeller Newburgh got to the dock about the same time, the latter astern. The wheel of the Newburgh was kept turning to assist in making a landing, but it also produced such a current as to send the Fisk's bow clear out in the river. The captain of the Fisk says he blew three whistles to warn approaching vessels of danger, but Captain Brewer, of the Smith, says he did not hear any signal whatever. He says his action in throwing off the line of the Wanetee was prompted by a desire to save his tug from collision with the Fisk, and thus greatly enhance the damage done. Captain Wilson, owner of the Smith, concurs in Captain Brewer's judgment, and says he will contest any claim which may be made against the tug.—*Inter Ocean.*

MAPLE LEAF AFLOAT.

Last November the little Canadian schooner Maple Leaf, owned by Captain Barrett, of Port Burwell, went high and dry on the south shore beach about three miles above Buffalo, was loaded with stave bolts. She was insured with Crosby & Dimick, who finally paid her owner $1.500 and allowed him possession of the schooner. About two weeks ago the wreck was bought for $155 by Captain Michael Carr, the tugman who has heretofore shown some skill as a wrecker. The Maple Leaf was lying on her starboard side, with about eighteen inches of water outside of her, there being none inside to speak of. Captain Carr began dredging with the tug B. F. Bruce, and after sixteen hours' work, in which he cut a channel about 500 feet long, he pulled the schooner off, after pumping out the water in her hold. This was on Tuesday night. She was towed into port and placed in the dock at the Mills yard, where her sides were calked. Captain Carr had done some calking on her himself before her release, so that she did not leak much when towed in. What is left of her is said to be in good condition—this being the hull and decks. All of her spars and cabin had been carried away by residents of the beach. The Maple Leaf was built in 1867 at Picton, registers 141 tons, was classed A2½ before she stranded, and valued at $3,500. She carries about 250 tons. Captain Carr intends to sell the hull. He certainly deserves credit for undertaking what looked like an impracticable job.

REAR ADMIRAL ANDREW ALLEN HARWOOD, U. S. N., retired, died at Marion, Mass., on the 28th of August in his eighty-third year. Admiral Harwood came of good ancestry, being a great-grandson of Benjamin Franklin. He was a native of Pennsylvania, and was appointed from that State in 1818. His early years of service were passed in the suppression of the slave trade on the African coast and against the pirates of the West Indies, and in several important events of those times he bore a gallant hand. In 1844 he was member of a special commission which inspected foreign dockyards and foundries, and subsequently he aided in preparing the ordnance instructions for the navy, and during a portion of the war he was chief of the bureau of ordnance and hydrography. His only active service in the rebellion was in command of the Potomac flotilla, and since it closed (until the time of his retirement) he was a member of the retiring board and on special duty at Washington.—*Boston Journal.*

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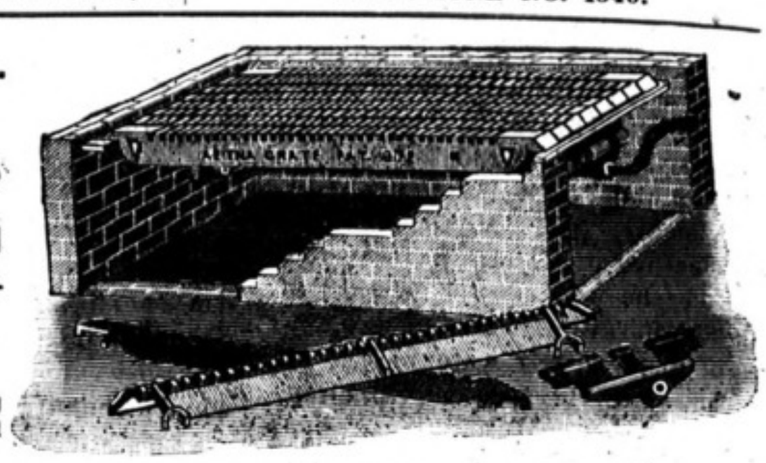

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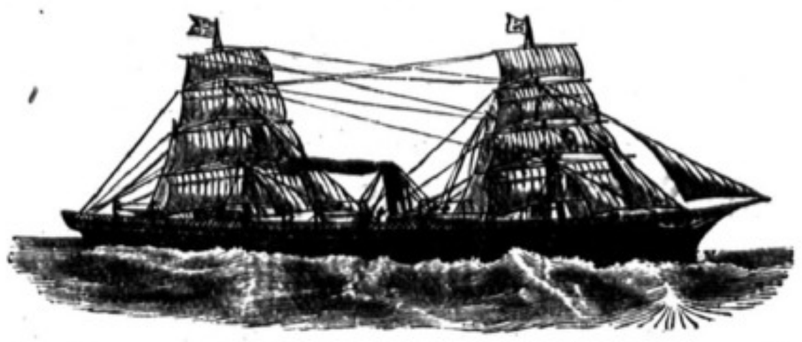

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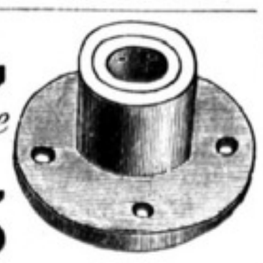

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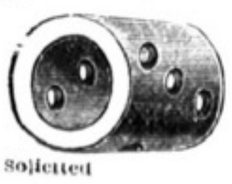

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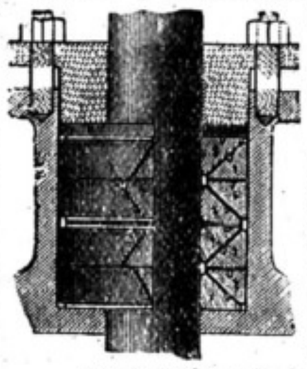

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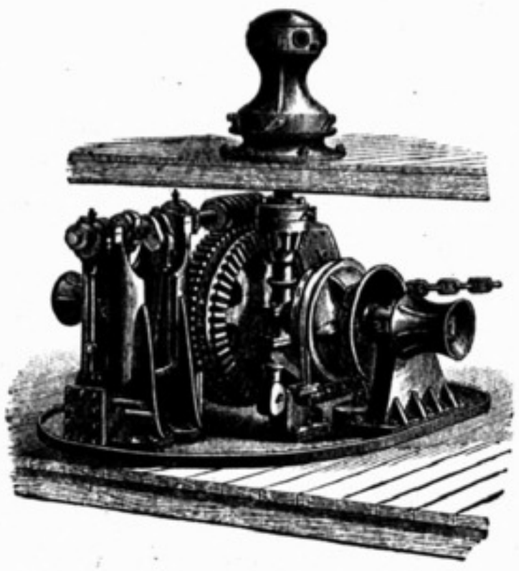
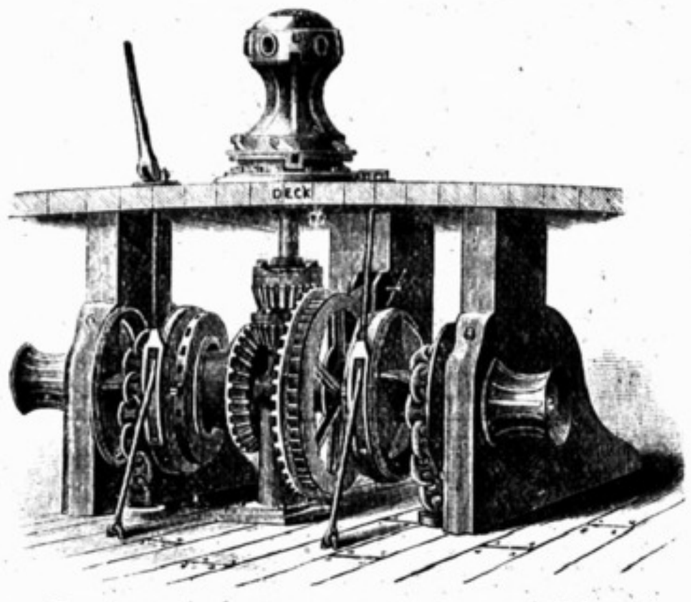


The Providence Patent Steam Capstan Windlass, New Style.



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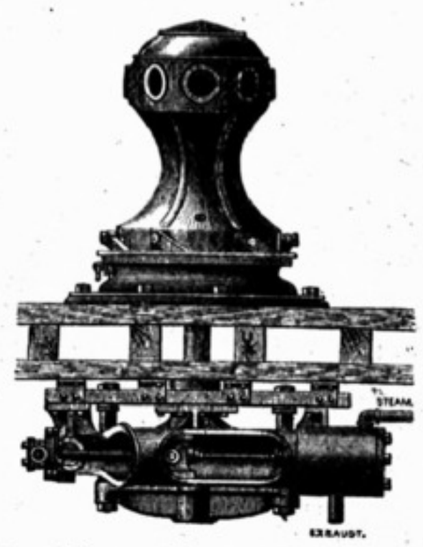
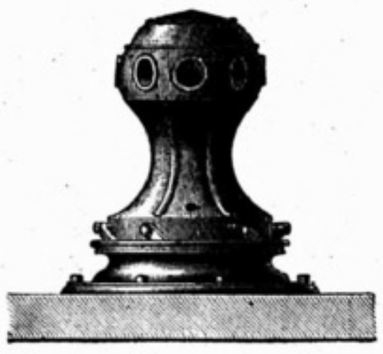


The Providence Patent Steam Capstan.



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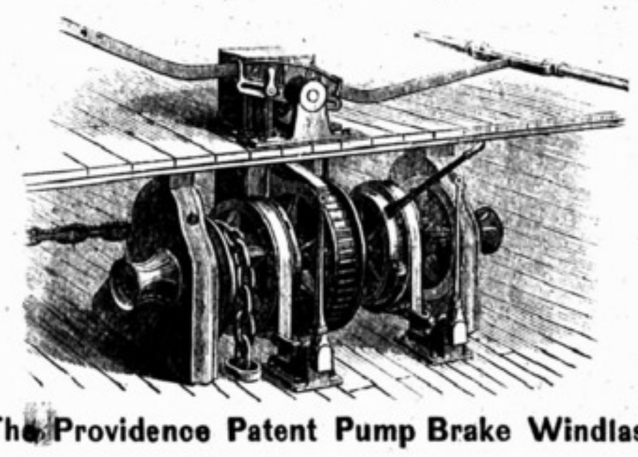

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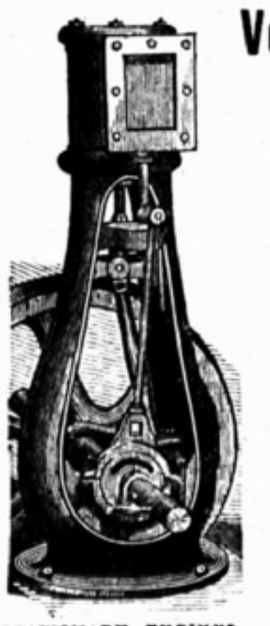

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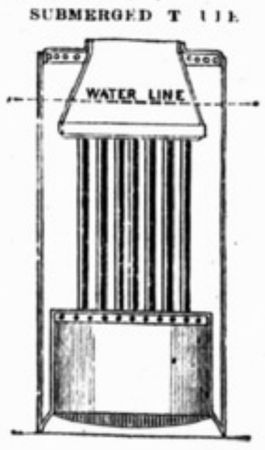

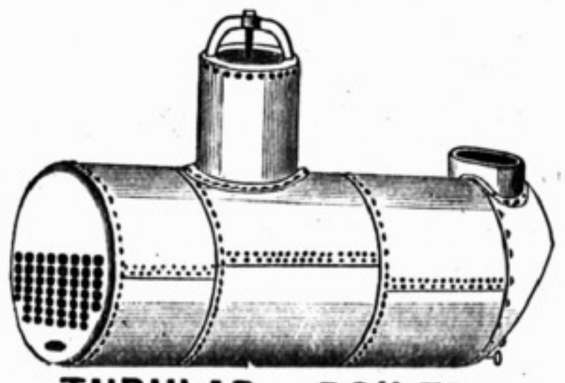

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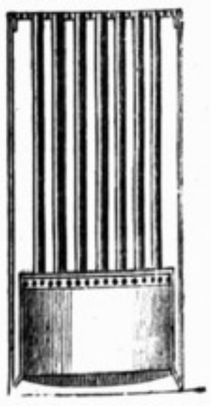

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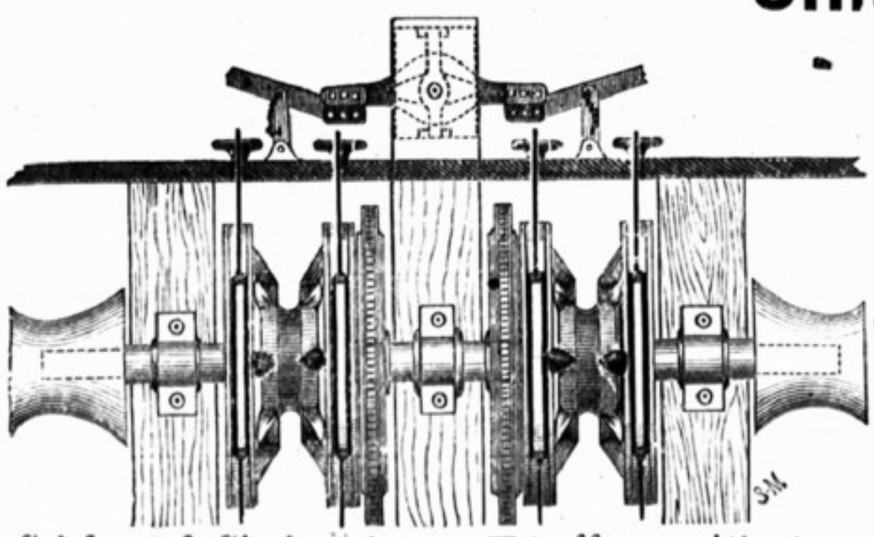

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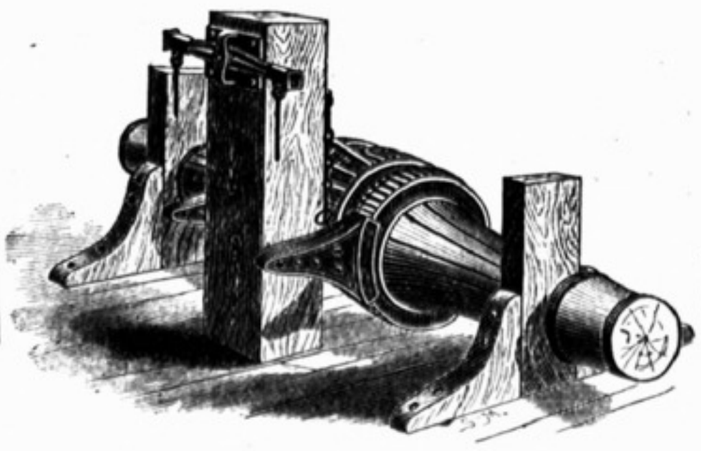
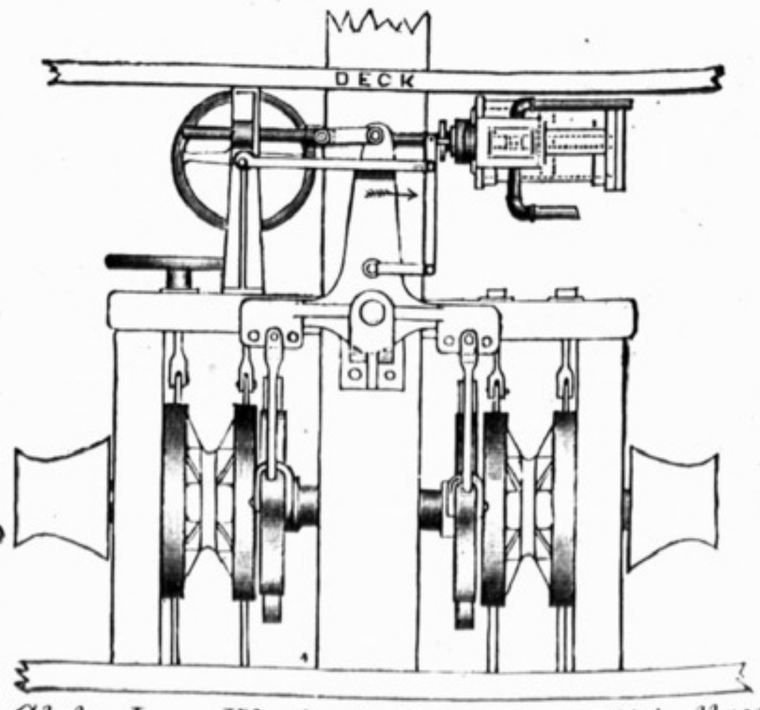


The Common Patent Windlass.



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